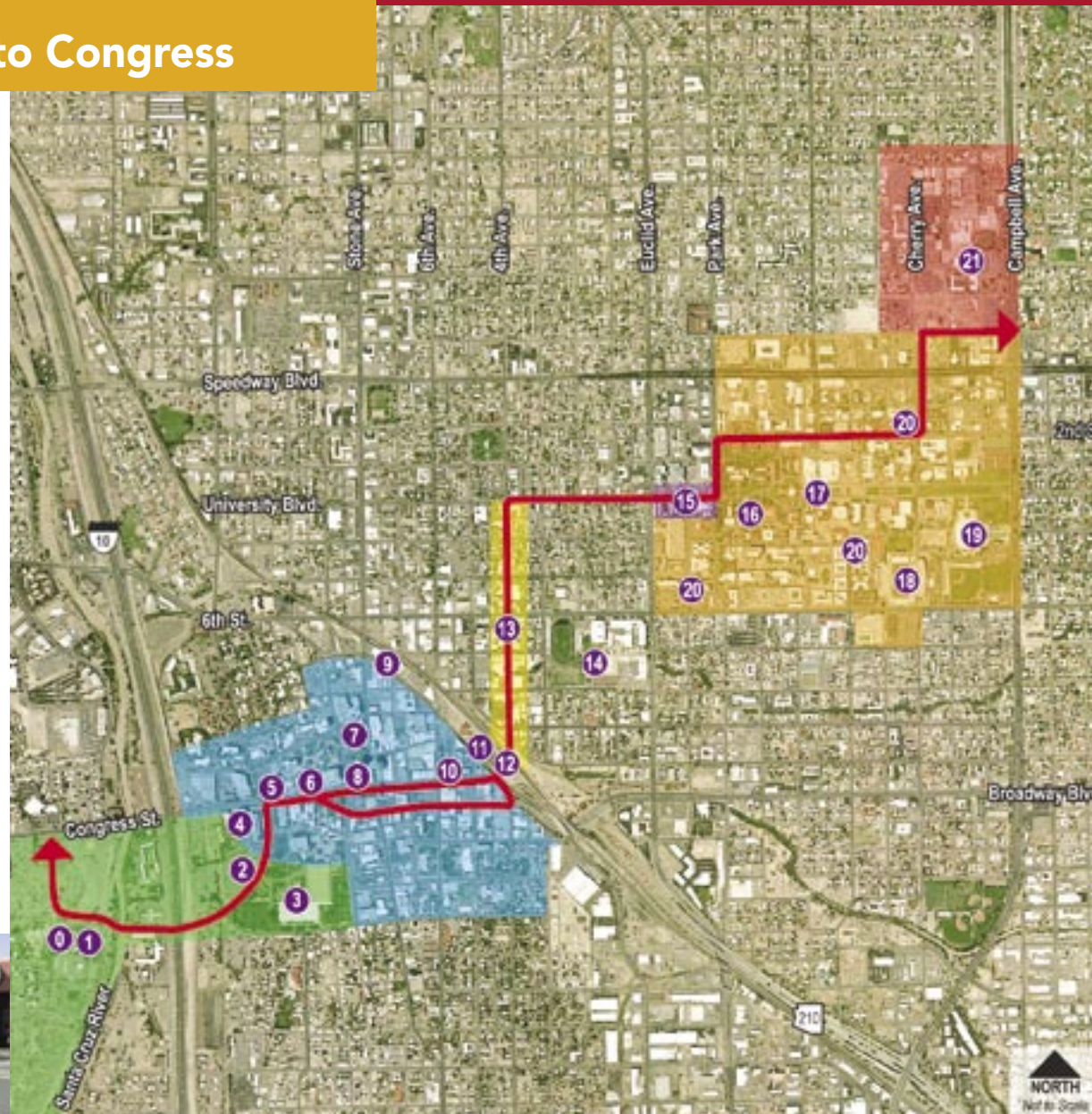


Campbell to Congress

The Modern Streetcar Route

LEGEND

- The Modern Streetcar Route
 - Downtown Master Plan Area
 - Downtown
 - 4th Avenue Business District
 - Main Gate Business District
 - University of Arizona
 - Arizona Health Sciences Center
- 0 Cultural Plaza
 - 1 University of Arizona Science Center
 - 2 Civic Plaza/Civic Arena
 - 3 Tucson Convention Center
 - 4 Federal Courthouse
 - 5 Tucson City Hall
 - 6 Pima County Government Center
 - 7 Main Public Library
 - 8 Fox Theater
 - 9 Warehouse Arts District
 - 10 Ronstadt Transit Center
 - 11 Historic Train Depot
 - 12 New Fourth Avenue Underpass
 - 13 Fourth Avenue Business District
 - 14 Tucson High School
 - 15 Main Gate Business District
 - 16 Centennial Hall
 - 17 University of Arizona
 - 18 Arizona Stadium
 - 19 McKale Center
 - 20 UofA Student Housing
 - 21 Arizona Health Sciences Center



Your Input is Essential

Public involvement continues to be an integral part of the Major Transit Investment Study. Public meetings and open houses, the Community Liaison Group, and the project website represent just a few of the ways the public is involved in the planning and design process. The project team is always working to ensure open communication and an active exchange of ideas. If you or your organization are interested in the Modern Streetcar project, please visit the project website at www.tucsontransitstudy.com, email us at Information@tucsontransitstudy.com or call us at (520) 624-5656.

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Streetcar images courtesy of nc3d.com



PROGRESSIVE TRANSIT FOR TUCSON



Modern Streetcars in the Old Pueblo

What is the Modern Streetcar?

The Tucson Department of Transportation (TDOT) has completed the first portion of a Major Transit Investment Study to identify potential transit solutions in central Tucson. After extensive public input and detailed analysis, the Modern Streetcar was recommended as the Locally Preferred Alternative (LPA) and received unanimous approval from the City of Tucson Mayor and Council. The Modern Streetcar project is currently being advanced through the Federal Transit Administration (FTA) project development process to secure federal funding. Local funding for the Modern Streetcar project was approved by Pima County voters as part of the successful Regional Transportation Authority Plan in May 2006. It is anticipated that the construction of the Modern Streetcar will be funded by a 50 percent federal/local share.

Benefits of the Modern Streetcar

- Enhances overall mobility
- Connects major activity centers
- Adds people-carrying capacity without the need for road widening
- Provides point-to-point service that offers a competitive travel time
- Provides service 18 to 20 hours per day, seven days a week
- User friendly (multiple doors, level platform boarding)
- Sustainable operation (electrically powered)
- Helps alleviate parking constraints by connecting supply with demand
- Blends into existing neighborhoods
- Supports pedestrian- and transit-oriented development
- Can be expanded to serve new corridors

The Modern Streetcar is a fixed guideway electric rail system that operates at street level in mixed traffic with other vehicles. The Modern Streetcar operates safely in the high traffic and high pedestrian areas that link neighborhoods with activity centers. The Modern Streetcar vehicles are ADA compliant with low floor boarding that allows passengers to enter or exit through doors at the same height as the station platform. This provides easy access for passengers with mobility constraints as well as those with strollers or bicycles. The Modern Streetcar’s smooth operation accommodates wheelchairs with no need for tie-downs.

In Tucson, the Modern Streetcar will serve residents, visitors, entertainment patrons, working professionals, university and high school students, medical staff and patients, and many others in the city center. This system is a ‘starter line’ that could be expanded in the future to serve in new corridors.



Transit Oriented Development

Transit Oriented Development (TOD) is a development pattern that is characterized by a mix of uses that cater to transit riders and pedestrians. TOD emphasizes the creation of compact, walkable urban areas centered on transit systems. TOD is encouraged through permanent, fixed guideway rail systems as opposed to bus routes that can be moved at any time. Benefits of TOD include:

- Walkable streets
- Improved access to transit
- Reduced dependence on the automobile
- Sustainable neighborhoods
- Active residential and commercial uses that front streets
- Diverse, complimentary uses
- New development in the context of existing neighborhoods and businesses
- Development that emphasizes neighborhood, business, and historic preservation
- Consolidated parking strategies

Tucson Modern Streetcar Goal and Mission Statement

Establish the foundation for an expanded regional transit system by initially connecting major activity centers in the Tucson metro core with a new form of high capacity transit service that is easy to use, affordable, and supported by the community.



Next Steps

The Modern Streetcar project is currently being advanced into the Environmental Assessment and Advanced Conceptual Engineering phase. The project must follow the steps outlined in the FTA project development process in order to secure federal funding. The Environmental Assessment will analyze the impacts of the proposed Modern Streetcar alternative, and identify potential mitigation options if necessary. Advanced conceptual engineering will further refine the Modern Streetcar alternative, including more detailed information on the alignment, stations, maintenance and storage facility, and costs. The Community Liaison Group, Technical Advisory Committee, and other stakeholders that have participated throughout the Major Transit Investment Study will continue to be involved in the project as it moves forward.

Streetcar Timeline

- 1 Study Phase, 2004 – 2007**
Alternatives Analysis and adoption of the Locally Preferred Alternative
- 2 Environmental and Conceptual Engineering Phase, 2006 - 2008**
Prepare draft and final Environmental Assessment and conduct Preliminary Engineering Design
- 3 Final Design and Construction Phase, 2008 - 2010**
Final Design, Vehicle Testing, and Construction